

## IRON OR STEEL SHIP.

(Received at London Office,

9438

No. 9438 Survey held at Troon Date of writing Report 17<sup>th</sup> Oct. 1889 Port of Glasgow THURS 27 OCT 1889  
On the S. S. "Aska" Date, First Survey 12<sup>th</sup> March Last Survey 16<sup>th</sup> Oct. 1889

TONNAGE under Tonnage Deck 398.45  
Do. between Tonnage Deck and 2nd, 4th, Spar or Awning Deck  
Total under Upper Deck  
Do. of Poop 22.69  
Do. of Raised Or. Dk. or Break  
Do. of Bridge House  
Do. of Houses on Deck 8.57  
Do. of excess of Hatchways  
Do. of Forecastle  
Gross Tonnage 429.71  
Less Crew Space 48.13  
381.58  
Less Engine Room 335.93  
Register Tonnage 45.75  
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 14.50  
Depth from upper part of Keel to top of Upper Deck Beams 13.10  
Girth of Half Midship Frame (as per Rule) 22.44  
1st Number 49.94  
1st Number, if a 3 Decked Vessel deduct 7 feet  
Length 188.6  
2nd Number 9418  
Proportions—Breadths to Length 6.5  
Depths to Length—Upper Deck to Keel 14.5  
Main Deck ditto

Master G. Jacobs  
Year of appointment 1885  
Built at Troon  
When built 1889 Launched 13<sup>th</sup> Aug.  
By whom built Ailen S. B. Co.  
Owners British India S. & Co.  
Managers  
(If desired to be entered in Reg. Book.)  
Residence London  
Port belonging to Glasgow  
Destined Voyage Calcutta  
If Surveyed while Building, Afloat, or in Dry Dock.  
Built under Special Survey

LENGTH on deck as 188 7 1/2 BREADTH—Moulded 29 - DEPTH top of Floors to Upper Deck Beams 18 1/2  
per Rule ... 11 8 Power of Engines ... 90 N° of Decks with flat laid One 4  
N° of Tiers of Beams Two Shade

Dimensions of Ship per Register, length, 190.0 breadth, 29.05 depth, 11.6

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7 1/2 x 2 1/2	7 1/2 x 2 1/2	PLATES in Garboard Strakes, br'dth & thickness	34	9 32 9
STEM, moulding and thickness	7 x 2 1/2	7 x 2 1/2	" From Garboard to upper part of Bilges	Alt 7 1/2	Alt 7 1/2
STERN-POST for Rudder do. do.	7 x 4 1/2	7 x 4 1/2	" Of d'bling at Bilge, or increased thickness, and length applied		
" " for Propeller	7 x 4 1/2	7 x 4 1/2	" From up. prt of Bilge to l.r. edge of Sh'rstrake	8	8
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	" Main Sheerstrake, breadth and thickness	39	13 39 13
		(Class 100A)	" Of d'bling at Sh'rstrake & lng applied		
FRAMES, Angle Iron, for 1/2 length amidships	3 3 6	3 3 6	" From M'n. to Up. or Spar Dk. Sh'rstrake		
Do. for 1/2 at each end	3 3 5	3 3 5	" Up. or Spar Dk. Sh'rstrake, br'dth & thickness		
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 6.5	2 1/2 2 1/2 6.5	Butt Straps to outside plating, breadth & thickness	16 1/2 x 8	15.7 16 1/2 x 8 15.7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16	16 1/2	Lengths of Plating	15 1/2	110
" thickness at the ends of vessel	5	5	Shifts of Plating, and Stringers	4 1/2	4 1/2
" depth at 3/4 the half br'dth. as per Rule	8	8	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	22	6 22 6
" height extended to the Bilges	32	32	Angle Iron on ditto	3 x 3 x 6	3 x 3 x 6
BEAMS, Upper, Spar, or Awning Deck	5 3 7	5 3 7	Tie Plates fore and aft, outside Hatchways	9	6 9 6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams No. of Pairs		
Single or double Angle Iron on Upper edge			Flat of Up. Spar, or Awning Dk.*	2 1/2	2 1/2
Average space	44	44	How fastened to Beams	By bolts	By bolts
BEAMS, Main, or Middle Deck	7 5 7	7 5 7	Stringer Plate on ends of Main or Middle Deck	44	9 44 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Beams, breadth and thickness		
Single or double Angle Iron on Upper Edge			Is the Stringer Plate attached to the outside plating?	Yes	
Average space	44	44	Angle Irons on ditto, No.	4 x 3 x 6	4 x 3 x 6
BEAMS, Lower Deck			Tie Plates, outside Hatchways	9	7 9 7
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Diagonal Tie Plates on Beams, No. of pairs		
Single or double Angle Iron on Upper Edge			Flat of Middle Deck* do. do.	3 1/2	3 1/2
Average space			How fastened to Beams	By bolts	By bolts
BEAMS, Hold, or Orlop			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Is the Stringer Plate attached to the outside plating?		
Single or double Angle Iron on Upper Edge			Angle Irons on ditto, No.		
Average space			Stringer or Tie Plates, outside Hatchways		
KEELSONS Centre line, single or double plate, box, or intercostal plates	12	9 12 9	Flat of Lower Deck*		
" Rider Plate	8 1/2	9 8 1/2 9			
" Bulb Plate to Inter costal Keelson					
" Angle Irons	4	3 6 4 3 6			
" Double Angle Iron side Keelson					
" Side Intercostal Plate					
" do. Ang. Irons	4	3 6 4 3 6			
" Attached to outside, plating with angle iron	3	3 6 3 3 6			
BILGE Angle Irons	4	3 6 4 3 6			
" do. Bulb Iron for 1/2 length	7	7 7 7			
" do. Intercostal plates riveted to plating for 1/2 length					
BILGE STRINGER Ang. Irons	4	3 6 4 3 6			
Intercostal plates riveted to plating for half length					
SIDE STRINGER Angle Irons for 1/2 length	4	3 6 4 3 6			

The FRAMES extend in one th from keel to shade deck  
The REVERSED ANGLE on floors and frames extend from middle line to bilge stringer and to main deck alternately  
KEELSONS. Are the vari lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, a le riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 5/8 ins. from centre to centre.  
" Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps 20 thicker than the plates they connect.  
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 5/8 ins. from cr. to cr.  
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
" Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
" Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
" Breadth of laps of plating in double riveting 5 1/2 x 4 1/2 Breadth of laps of plating in single riveting 3 1/2 x 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble double No. of Breasthooks, Live Crutches, Three  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Steel  
Manufacturer's name or trade mark, Coats; Consett; Clydebridge; and Dalzell.  
The above is a correct description.  
Builder's Signature, J. Thomson  
Surveyor's Signature, J. Thomson  
Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 9438 gfr.  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*  
Are the fillings between the ribs and plates solid single pieces? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few in the butts.*  
Masts, Bowsprit, Yards, &c., are *pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.  
State also Length and Diameter of Lower Masts and Bowsprit *Two pitch pine pole masts.*

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)						
Letter for do.	(i)	7831	195	1 3/8	384 25 3/8	195 1 3/8	Sunderland	18910	5	12-1-14	14-4-0-7	12-0-0	
No. of Sails.	SAILS.						J. Hartness	18957	5	12-0-0	13-17-2-0	12-0-0	
	Fore Sails,						S. Taylor & Sons.	18889	5	2-3-21	12-8-3-0	10-1-0	Sunderland
	Fore Top Sails,									2-2-0			J. Hartness.
	Fore Topmast Stay Sails,	Iron Steam Chain or Steel Wire	7839	60	1 3/8	17 3/4 11 3/8	60 1 3/8	Number of links in each length					
	Main Sails,	Hemp or Steel Cable						collective Weights	34-3-14		34-1-0	S. Taylor & Sons.	
	Main Top Sails, and quality	TOWLINE—Hemp or Steel Wire.	75	3	18	75 8 1/2	75 8 1/2	of chain callipers	Stream 18911	5	4-0-1/2	6-10-0-0	4-0-0
		Hawser	75	8 1/2					Kedge 18912	5	2-0-7	4-12-2-0	2-0-0
	Warp	90	6 1/2		90 6 1/2			2nd Kedge		1-1-18		1-0-0	

Standing and Running Rigging *is wire & hemp* sufficient in size and *good* in quality. She has *3 life* ~~long~~ Boat *sand* ~~3~~ *others*  
The Windlass is *Clarke, Chapman & Co.* Capstan *✓* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Leak on trunk bulkheads* How secured in ordinary weather? *Bolted*

What arrangements for deadlights in bad weather? *Strong glass panels fitted in teak shutters*

Coal Bunker Openings.—How constructed? *Shut in casings* How are lids secured? *✓* Height above deck? *✓*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Between main and shade decks two ports 23 1/2 x 17 1/2 on each side. Open hand rails on shade deck.*

Cargo Hatchways.—How formed? *Of plates and angles fitted in the usual manner.* Hatches, If strong and efficient? *Solid 2 1/2 pine*

State size Main Hatch *2 off 11-0 x 8-0 x 14 1/2* Forehatch *✓* Quarterhatch *✓*

If of extraordinary size, state how framed and secured... *One fore & after in each hatch.* What arrangement for shifting beams? *✓*

Order for Special Survey No. *2259* Date *29<sup>th</sup> Dec. 1888*  
Order for Ordinary Survey No. *✓* Date *✓*  
No. *13* in builder's yard.  
1st. On the several parts of the frame, when in place, and before the plating was wrought } *1889:—Mar. 12, 15, 18, 22, 27 April 8, 15, 24,*  
2nd. On the plating during the process of riveting } *30. May 10, 15, 21, 29. June 5, 11, 15, 18, 25. July*  
3rd. When the beams were in and fastened, and before the decks were laid... } *3. 10, 16, 23, 30. Aug 6, 10, 14, 21, 30. Sept 5, 24. Oct 1,*  
4th. When the ship was complete, and before the plating was finally coated or cemented... } *10,*  
5th. After the ship was launched and equipped  
Total No. of Visits

State dates of letters respecting this case *Secretary's 27<sup>th</sup> Dec. 1888; and 15<sup>th</sup> Feb., 25<sup>th</sup> May, and 3<sup>rd</sup> June 1889.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is of the best quality.*

*This vessel is built of steel in accordance with midship section forwarded to London on the 12<sup>th</sup> Oct. 1889, the accompanying tracings (two in 8:), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.*

*The freeboard assigned by the Committee per Secretary's letter of the 2<sup>nd</sup> May 1889 has been marked on the sides of the vessel in accordance with Notice 8: 572. Viz:—In winter 1-7, in summer 1-6, and Fresh Water line 2 1/2 above centre of Disc.*

How are the surfaces preserved from oxidation? Inside *By cement & paint* Outside *By paint*

Particulars for Record in R.B.—Length of Poop *✓* ft., R.Q.D. *✓* ft., Bridge Dk. *✓* ft., F'castle *✓* ft.; No. of Dks. (excluding spar, awn., &c.) *One*  
Material of dks. *wood* If spar, awn. dk., &c. *Shade* Material of *shade* dk., &c. *Leak*; No. of tiers of beams (with and without dks. laid) *Two*  
Official No. *96094*; Signal Letters *✓* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A. 1 Shade dk. With record of Freeboard.*

The amount of the Entry Fee .....£ *2* : - : - is received by me, *(initials)*  
Special .....£ *19* : *18* : - *18/10/ 1889*

(to be sent as per margin). Certificate ...  
(Travelling Expenses, if any, £2. 15/-).

Committee's Minute

Character assigned

*ALL CERTIFICATE*  
*W.R.*  
*+ 2nd 10/189*

FRIDAY 25 OCT 1889

*100A 1 Steel Shade dk*  
*100A 1 Shade dk*  
*subject to freeboards of*  
*1ft 4 winter*  
*1ft 6 summer*

Surveyor to Lloyd's Register of British and Foreign Shipping.

*It is submitted that this vessel appears eligible to be Classed 100 A. 1. (Steel) Shade dk. as recommended.*  
*1 dk. and Shade dk.*  
*The freeboard as approved...*  
*marked on the vessel's sides to be measured 24/10/89.*  
*on the Class Guidebook recorded in the Register.*